

G A Z E T T E



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PERRIS EXPRESS CARRIES TRAINLOAD OF PASSENGERS TO DAY OF MEMORIES AT MUSEUM

by Marti Ann Draper



Photo Credit: Marti Ann Draper

Ken Harrison, Ray Ballash, and Harvey Laner, three of the founding members of Orange Empire, reminisce of riding these Specials in their youth, pose in front of LARy car 1201 decked out with a car sign designating it a "Railway Boosters Special."

On January 21, 2017, Pacific Railroad Society, which is the railroad club originally called the Railroad Boosters when it was formed in 1936, returned to the Perris Valley on a special Metrolink excursion train including PRS Pullman National Forum and 200 happy travelers. Pacific Railroad Society Excursion 552 included a non-stop sprint aboard the chartered train and a look "Behind the Scenes" at Orange Empire Railway Museum,

where passengers were treated to rides behind former Ventura County steam engine Number 2 and re-enacted a Railroad Boosters Los Angeles Railway excursion using the authentic equipment which had been used over 70 years before.

The excursion had previously been set for October, but due to scheduling conflicts was moved to January when OERM was better able to concentrate on the group and gave them a terrific time. Torrential rains both before

and after the date may have deterred some participants, although the weather on the day of the trip was clear, crisp, and beautiful, with vistas of snow-covered mountains in the background.

Shortly before the appointed time, the special train, consisting of Metrolink engine F59PH number 870, PAR 1207 National Forum, Metrolink 243, Metrolink 258, Metrolink 160, and Metrolink

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690 arrived on Track 6 at Union Station. Metrolink had originally agreed that they would have mainly Bombardier equipment, but at the last minute, some of their trains were stranded at Lancaster due to a mudslide on the Antelope Valley line. Bombardier car 160 was included, so although three of the cars were the new Rotem stainless cars, the purists were able to fulfill their desire to ride in the older equipment. The Perris Express then departed Los Angeles and began its journey over the San Gabriel subdivision. After waiting to meet Metrolink 353, they started out over the former PE and then Southern Pacific right of way down the center of the San Bernardino Freeway. After scooting through El Monte, the special met Metrolink 357 at Bassett, then continued non-stop, following the alignment of the historic SP Covina freight branch over to Pomona where Metrolink's track starts to follow the alignment of the Santa Fe Second District main to San Bernardino.

At San Bernardino, as the train was wyed, participants got a train rider's view of the extensive construction going on to re-align the tracks and platforms there. The special then highballed towards Riverside on the BNSF San Bernardino subdivision main line, stopped at CP 7.04 to again reverse direction, and entered the Perris Valley subdivision with the locomotive pulling.

Now on Metrolink's newest main line, the train stopped at each station to check out the facilities and take pictures. While the sun angle was from the south and not the best to

get the train, the green fields and beautiful skies were outstanding.

After the exploration of the terminus at South Perris, passengers re-boarded the train and arrived back at Downtown Perris station to hear the whistle and see the steam of VC 2 just a few blocks away. The Museum steam train had come down to meet the special, but the OERM main is not yet complete all the way

equipment were eventually merged into OERM. The Mt. Rubidoux is beautifully preserved inside and only a few fortunate excursion participants had ever before had the chance to experience riding in it.

The excursion coincided with "Behind the Scenes" Day, so the car barns and shops were open to explore. Some of the excursion participants took advantage of an opportunity to operate a locomotive under the guidance of the certified engineer. Others checked out the restoration of the Emma Nevada at the Grizzly Flats car house and paid their respects to the Descanso on display in the Ray Ballash Car House.

Photo Credit: Marti Ann Draper



Pacific Railroad Society Special 552 pauses at the South Perris Station.

to the Downtown Perris platform. Busses were provided and took the passengers to the Museum where everyone got in line for a barbecue lunch provided by Pete's P-Train Barbecue.

By the time lunch was consumed, the steam train had returned to the museum and made several trips between there and 7th Street, so everyone had a chance to ride in the Harriman coaches, combine, the National Scene (which is a sister car to the PRS National Forum), and the Mt. Rubidoux, the former Soo Line business car which was the first main line private car owned and operated by PRS. That car was purchased many years ago by the Mt. Rubidoux Chapter of PRS, which split off of PRS and became the California Southern Railroad Museum, taking the car with it. California Southern and its

K e n Harrison, Harvey Laner, and Ray Ballash, three of the founding members of Orange Empire, posed in front of LARy car 1201, decked out with a car sign designating it a "Railway Boosters Special." This sign was created in the LARy shops for theme on several Railroad Boosters excursions. Although the actual name of the club now known as PRS when formed was "Railroad Boosters," not "Railway Boosters," the thrill of having the group's own sign on a car and the need to be polite to railroad representatives who are going out of their way to accommodate you meant that no one ever complained about this sign, and it appears in many photos of excursions from founding days. Another authentic car sign, created in the shops of the Pacific Electric for theme on excursions, was carried this day on car 717 around the

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property, proclaiming a Railroad Boosters Excursion was in progress.

By the time the Museum was closing, the cold winds had started to pick up and people were glad to clamber aboard the busses to be taken back to the Perris Downtown station. The special Metrolink train had laid over at South Perris and was brought back by a fresh crew for the sprint back to Los Angeles. This time, it used the Perris Valley line non-stop onto the BNSF San Bernardino subdivision, where it met Metrolink 860, and then became a true express as they met Amtrak 4, the Southwest Chief, at Esperanza at speed. The special arrived back into Los Angeles ahead of time.

PRS has been looking forward to having a special day at Orange Empire for years, and the Museum staff did everything in their power to make the day a success. We thank Hank Winn, who spearheaded these efforts; Donna Zanin, who helped line up the caterers and contractors for set up of the tables, chairs, and

tent; Gary Starre, who lead the coordination of transportation in the face of daunting prospects for the weather, got historic busses to run to the car barns and got a steam engine within sight and sound of the group's special train. We further thank all of the docents, workers, and crew members who were present to run the historic equipment and act as guides for the excursionists as we took it all in. Thank you all so much for your selfless work on this excursion.

Now that history repeats itself and passenger service has been restored to the Perris Valley, we look forward to further excursions linking the Orange Empire Railway Museum with the rest of Southern California by rail. Eventually, daily Metrolink service may include weekend service to Perris, and with all of our support, the completion of the Perris Connection will enable passengers to make the entire trip to the heart of the Museum by rail. 🌱



Photo Credit: Marti Ann Draper

VC 2 rests on the platform between runs during the event.

GAZETTE

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by Southern California Railway Museum, Inc.
DBA Orange Empire Railway Museum
as a benefit for its supporters*

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**Submissions for publication are
welcome and appreciated.**

**Please email ideas, suggestions,
articles and photos to**

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The opinions expressed herein are not necessarily those of the Officers, the Board of Directors, or the Editorial Staff of Southern California Railway Museum, Inc.
DBA Orange Empire Railway Museum



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*Directors meet monthly (except Dec.)
on the 3rd Saturday at 4:00 PM at OERM's
Town Hall, Members are welcome to attend.*

Division Manager, Visitor Experience:
Donna Zanin





OERM UPCOMING EVENTS

Iron Horse – Family Steampunk Carnival – March 18 & 19 2017

Bring the family and celebrate the fantasy, history and ingenuity behind Steampunk. The Iron Horse – Family Steampunk Carnival pays homage to the Victorian Era, Edwardian science fiction and the Industrial Revolution with a real live steam powered locomotive being the perfect backdrop. While at the event enjoy live entertainment, Steampunk artisans displaying their handiwork, workshops and panels, a costume contest and much more. Admission for the event is \$15 for ages 12 and up and \$10 for ages 5-11. Prices for SCRM members is \$8 for ages 12 and up and \$5 for ages 5 – 11

Day Out With Thomas – April 1, 2, 8 & 9, 2017

For the first time Thomas and his friend Percy will be making an appearance at the museum in April. The Day Out With Thomas event offers an opportunity for children and their grown-ups to take a ride with Thomas the Tank Engine and his friend Percy and to take their picture with Sir Topham Hatt, the Superintendent of the Railroad. The event includes many other activities so plan to spend a few hours at the event. Tickets for the event will go on sale December 1st. Purchase tickets before January 30th and save \$2 per ticket on off peak tickets. If you purchase your tickets by calling the museum office (951-943-3020) you will save the \$3.65 per ticket online order fee.

Bunny Train – April 15, 2017

Hop on board the Bunny Train! Kids of all ages will experience the magic of trains and the magic of the Easter Bunny at this incredibly popular annual event. the Easter Bunny will hop through the train, greeting each child with a special treat and posing for a photo. Children can decorate Easter baskets and then follow a treasure map to find Easter eggs and other goodies. Admission for this event is \$10.00 for ages 2 – 11 and \$15.00 for ages 12 & up. Museum members receive a \$2.00 dollar per ticket discount for this event.

Antique Truck Show May 7, 2017

Presented in conjunction with the American Truck Historical Society this one-day special event features hundreds of restored antique trucks in addition to our trains & trolleys.

An incredible variety of antique transportation equipment will be on display for your viewing enjoyment. Photo opportunities abound as the trucks and trains pose together!

This is a gated event; admission is \$7 per person for ages 12 & up and \$5 for ages 5 – 11. Admission is included with an all-day ride pass which is \$12 for ages 12 & up and \$8 for ages 5 – 11. Ages 4 and under are free. This event is free for SCRM members

Civil War Reenactment May 20 & 21, 2017

Step back in time and see what life was like during the War Between The States. Visit encampments of the Union and Confederate Armies. See what life was like in the civilian camp. Watch one of the several battles throughout the day. Ride vintage train and trolleys. This is a gated event: admission is \$7 for ages 12 & up and \$5 for ages 5 – 11. Admission is included with an all-day ride pass which is \$12 for ages 12 & up and \$8 for ages 5 -11. Ages 4 and under are free. This event is free to SCRM members

For more information regarding any of these events please visit our website www.oerm.org or call the museum office 951-943-3020



Who Owns The Fred Harvey Company Now?

The Fred Harvey Company ran from 1876 to 1968. In 1968, a parks and resorts company named Xanterra bought the Fred Harvey Company. In 1995, Xanterra bought TW Recreational Services. This made them the largest national and state park concessioner in the US.

In 2008, a Denver based company named Anschutz bought the Xanterra Company. They pledged that the company would remain true to the legacy of hospitality established by Fred Harvey. This company still sets the standard for lodging, restaurants and concessions.

Go to this link to read Xanterra's article about Fred Harvey - <http://www.xanterra.com/who-we-are/>

[our-fred-harvey-legacy/](#)

Come join us for our Harvey Girl Meetings on the first Saturday of every month. We start at 9:30 am and have a fun meeting and a very nice brunch.

On March 4th, we are having a special cookie sale in front of the Harvey Museum. It's OERM's Spring Railroadiana Show. Come buy some cookies and get a tour of the Fred Harvey Museum. All cookie sales support the Harvey Girls.

March 18 and 19 is OERM's annual Iron Horse Steam Punk Carnivale event. A Victorian Tea will be served, Fred Harvey style, in the Fred Harvey Museum. Tea will be served from 11 am to 3 pm

each day for a donation of \$10 a person. Each plate will have a Cucumber Sandwich, Strawberries with Chantilly Cream, a Chocolate Raspberry Tartlet, a Lemon Tea Cake, a Petit Four and a Caramel Cream Scone served with rich Orange compound butter. Delicious blended hot tea will be served with each plate.

There won't be a meeting in April. The OERM Thomas the Train Event will be April 1, 2, 8, and 9. The Harvey Museum will be closed for this event.

Pat Wollen, our President, says thank you to all the ladies who worked to keep the museum open and continue to support us with all of our activities. 🍓

RECIPE OF THE MONTH : CHEF LAURIE'S HERB CHICKEN

Ingredients

6 boneless, skinless chicken breasts
2/3 cup chicken broth
1/2 cup spreadable herb cheese
(Boursin or Kraft)
1/2 onion, finely chopped
1 large clove garlic, minced
1/2 lemon, zested and juiced
2 Tbsp vegetable oil
1 Tbsp all-purpose flour
1 tsp dried basil
1 tsp dried oregano
1 tsp dried tarragon
1 tsp dried thyme
Salt and Pepper to taste

How to Make It

- 1 Heat a large skillet over medium-high heat and cook salt and peppered chicken breasts in 1 Tbsp of oil until opaque and no longer pink. Transfer to a plate and set aside.
- 2 In the same skillet, heat remaining oil and sauté onion and garlic, with basil, oregano, tarragon and thyme, for 2 minutes.
- 3 Stir in herb cheese, broth, lemon juice and zest. Whisk together until smooth. Sprinkle with flour and whisk until incorporated.
- 4 Cook for 10 minutes or until sauce has thickened. Return chicken to skillet and cook for another 5 minutes or until fully cooked.



Join Us - Volunteers Welcome

WHAT	WHEN			WHERE
are we doing	Next Dates	Time	Usual Schedule	do we meet
Board of Director's Meeting	Mar 18th	4:00pm	3rd Saturdays (in Dec 2nd Sat)	Town Hall
	Apr 15th			
Harvey Girls Historical Society Meeting & Brunch	Mar 4th	9:30am	Usually 1st Saturdays	Fred Harvey Museum
	Apr1st			
Host / Docent Meeting	Mar 14th	9:00am	Usually 2nd Tuesdays	Town Hall
	Apr 11th			
Archives Work Day	Most Mondays	TBD	Contact Darrell to confirm	Tom Grose Archive Bldg
Intro To Railway Operations & Museum History	June 3rd	9:30am	Please contact instructor to make advanced reservation for class	Yardmaster's Office
	Sept. 2nd			
GCOR 2nd District Rules Class	Apr 15th	9:30am		Yardmaster's Office
Motorman Class	May 6th	9:30am		Yardmaster's Office
	Aug 5th			
Conductor / GCOR 1st District Rules Class	June 10th	9:30am		Yardmaster's Office
Brakeman Class	To Be Determined	9:00am		Yardmaster's Office
Engineer Class	To Be Determined	9:00am		Yardmaster's Office
Major Events Committee Meeting	Mar 18th	11:00am	Usually 3rd Saturdays	Town Hall
	Apr 15th			
Iron Horse / Steampunk Event Committee Meeting	To Be Determined	10:00am		Town Hall
Narrow Gauge Projects		9am-5pm	Most Saturdays	Grizzly Flats / Car Barn #6
Steam Crew Work Day	Mar 4th	10:00am	Usually 1st Saturdays	Car Barn 4
	Apr 1st			
Landscaping Work			By Arrangement - Contact Dan	
Signal Department Work Day		9:00am	Most Saturdays	Contact Hank
Collections Restoration and Electric Car Maintenance	Year Round	9:00am	Most Saturdays	Contact Rod

Note: In addition to contact info above, you can leave a message with the Staff at 951-943-3020 or

PLANT/FACILITIES & SIGNAL REPORT by Hank Winn, VP/COO/General Manager



Photo Credit: Paul Dieges

Zeke Hastings conducts some road maintenance filling in ruts after the recent heavy rains with the Case skip loader.

As we have been reporting, we are rapidly approaching the Spring Day Out With Thomas event. This is the first time we have put on the event in the Spring and we have had to make adjustments to other event schedules. If you haven't already volunteered to help with this event, please do. We need additional volunteer staffing and would appreciate your assistance.

Speaking of event preparation, Landscape Manager Dan Wheeler has been quite successful in his recent efforts to prepare for the Spring events. Utilizing his crew of community volunteers they have done much of the work involved with the planting of new vegetation, the repair of some turf damage caused by vehicles that were used during tree trimming and irrigation system adjustments and repair. Due to our rainy weather this winter the irrigation has been turned off for several months, now is the perfect time to do maintenance work. Dan is always looking for help, particularly during the week. If you

have some time to volunteer please consider coming out and helping. The tasks run from light to moderate, there is something for everyone.

Paul Dieges, our Registered Civil Engineer, has been busy preparing

the right of way for the season. As soon as the weeds dry out more we can begin grading operations. Zeke Hastings has been busy sorting ties that we have arranged to have delivered to the museum. This not only involves physically grading the quality of the ties but also many times necessitates the removal of the tie plate from the tie, a time consuming and difficult process if they are anchored with large lag bolts. Zeke and Phil Palmieri have spent many hours sorting and cleaning our used tie area. The work that they have done now has the area shining and is a tremendous improvement to the appearance of the volunteer entrance to the museum.

John Cole and Tom Hindman have been doing double duty lately. John and Tom not only have been putting in many hours spraying weeds along not only the right of way but the

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Photo Credit: Paul Dieges

Phil Palmieri demonstrates the manufacturing and machining capability of the museum's Machine Shop. A special joint bar is being reamed to accommodate a 1 3/8" bolt adjacent to standard 1" bolts in a special application. The self feeding feature of the Allen drill press is being used.



PLANT/FACILITIES & SIGNAL REPORT - Continued

general public area of the property. Driving John's Army surplus "mule", they have used a sprayer and extended hose system to reach areas that were unable to be effectively sprayed before. Just to show that they are serious they repaired forklift #8. A support roller for the mast broke its weld and this necessitated quite an operation involving disassembly of the right side of the forklift suspension to access the area of the roller mounting. Following a number of hours of preparation the welding was completed and the forklift is back on the road. Many thanks to John and Tom for their efforts. Without people going the extra mile we would not have the vehicles and equipment that we do to perform the work that is done.

Our newest Signal Department volunteer, Doug Shilling, has made great progress not only wiring some of the new signal case for 5th Street but has put his vocational skills to work on our yard lighting. An examination of the security light revealed that its failure to function was due to a leaking seal between the housing and the lamp globe. Doug determined that replacement was the only option and donated a similar unit from his personal stock. he has spent innumerable hours sorting and restocking some of the outside signal storage area. It is way too easy to obtain material, it is much harder to immediately put it where it belongs. Thanks again to Doug for his hard work. Brad Black, our Signal Engineer, was out at the same time that Doug was and they both spent a lot of time wiring on the aforementioned 5th Street signal case. Great progress was made generating wire labels and doing preliminary work to the structure itself. Both

men worked into the evening and did a great job producing excellent work with a good appearance.

Leonard Fenech and Zeke Hastings replaced a number of bad photocells located on security lighting fixtures. Zeke operated a forklift with a man basket attached and Leonard went up and did the work. Following that Leonard repaired

two light fixtures in Town Hall and reconfigured lighting in the 2nd Street house. His next project will be to put away a shipment of large fixtures we have outside and a number of other smaller projects that need doing. Leonard is doing an outstanding job with the electrical maintenance but could use some help, experience is not required. 🍌

THOMAS & FRIENDS
DAY OUT WITH THOMAS
THE FRIENDSHIP TOUR 2017

All aboard for a day of family fun with Thomas and Percy!

April 1, 2, 8 & 9, 2017
Orange Empire Railway Museum
2201 South A Street Perris, CA 92570

Take a train ride with Thomas, meet Percy, and enjoy so much more!

FOR TICKETS:
Visit ticketweb.com/downt
or call 866-468-7630

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IRON HORSE – FAMILY STEAMPUNK CARNIVALE

by Drs. Clementine White & Oliver Armstrong *-(Judie and Chuck Painter)* Time Anomaly Mitigators



Greetings fellow Time Travelers. We just received a message on the Temporal Telegraph that the Fourth Annual Iron Horse – Family Steampunk Carnivale will be on March 18th and 19th. Gates will open at 9:00AM. Fire up the steam carriage, gas up the airship and come on down. For those of you using a more conventional means of transportation: Tardis, Space Time Portal, Vortex Manipulator, or just a good old reliable Wells Time Machine, the spacetime coordinates are:

33 degrees 45' 36.64" North 117 degrees 13' 56.92" West 0900 18Mar and 19 Mar 2017 PDT

And remember, please adjust for relativity and try not to bring along any invasive species. That smilodon cub was cute a few years ago. When fully grown, they're such a nuisance.

I'm sure more than a few of you are asking, "What on Earth is Steampunk?!" The Wikipedia definition is "a subgenre of science fiction and sometimes fantasy that incorporates technology and aesthetic designs inspired by 19th-century industrial steam-powered technology." Other descriptions are Retro Futurism and Alternative History.

There's nothing punk about it. You basically take Victorian or Edwardian fashion, mix it with some Sci-Fi, and there you have it. For any of you who love 20 Thousand Leagues Under the Sea, The Time Machine, or Dr. Who, Steampunk is for you.

The modern origins date back to William Gibson and Bruce Sterling's alternative history novel, "The Difference Engine", published

in 1990. The story is based on the Babbage Difference Engine which was a steam powered analog computer designed by Charles Babbage (1791-1871) in the 1820's. In the alternative history, it gets built. In reality, the British Government cancelled the project because of cost overruns. In 1991 a group engineers at the British Museum completed the mainframe from his plans. It worked.

The reason we used the term modern origins in the previous paragraph is some purists insist that Jules Verne and H.G. Wells were the real inspiration for Steampunk.

There are some important things to remember with Steampunk attire. First, hats are a must, preferably a top hat or derby. Leather flight caps are quite fashionable and a necessity when flying airships. Goggles are recommended for time travel and airship piloting and add to the look. This applies to both men and women. There are books on Amazon that can give you costume ideas. For those of you aren't that crafty with needle and thread, Clementine and I have bought some great clothing online from Steampunk Emporium in San Jose and Recollections in Michigan. What these two vendors sell aren't costumes. They're durable and comfortable ensembles. There will be some great vendors at the event who will be delighted to



create your new Steampunk look. You can accessorize with vortex manipulators, ray guns, mechanical tri coders....anything anachronistic you can dream up. Or just come as you are and be a 21st century visitor who stepped back in time 125 years.

We have visited a few Steampunk events and venues. OERM has the best facility for such an event. We have a steam engine, a park, secure grounds, photo opportunities, the P.E. Blimps, trolleys, in other words all kinds of old technology to delight the imagination of anyone who wants to visit an alternative history or live a real one. 🍷



NEW SWITCH AT GRIZZLY FLATS NEARS COMPLETION

by Paul Dieges

The new stub switch being installed on Chloe's escape track is nearing completion. This particular track was never connected to the rest of the 3 foot narrow gauge railroad but the necessity to soon pull Chloe out of the barn prompted the construction of the track extension and new stub

switch.

This stub switch is being constructed to the same specifications as were used by the Southern Pacific in the Owens Valley. Phil Palmieri is leading the construction effort of the switch itself insuring all the proper appropriate hardware and special work is used. Final installation of

the slide plates, connecting rod and harp type switch stand remains. After final adjustments are made, this new switch will be ready for service and a fine example of narrow gauge railroading from the turn of the last century. 🍎



Photo Credit: Paul Dieges

The new stub switch is nearing completion at Grizzly Flats.



Photo Credit: Paul Dieges

Shown here are the sliding stub rails of the nearly complete stub switch at Grizzly Flats. The special plates were manufactured to original specification in our own Machine Shop by museum personnel. Rail retention clips are yet to be installed.

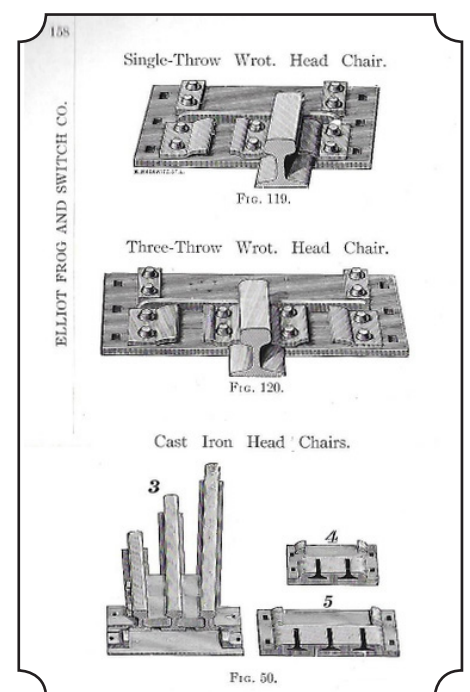
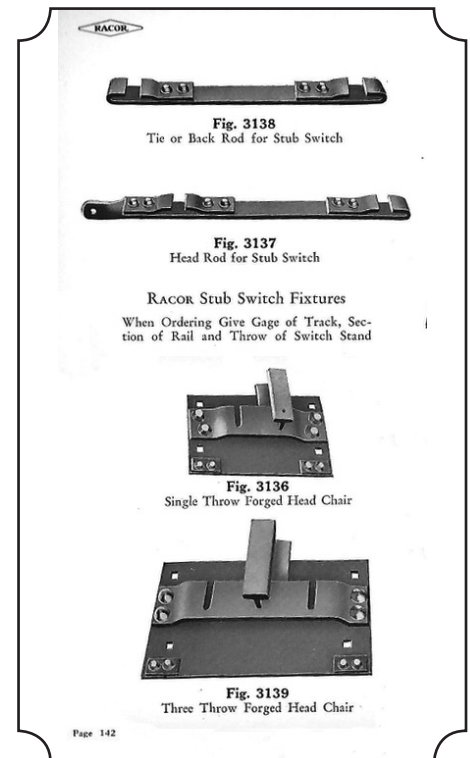




Photo Credit: Paul Dieges



Photo Credit: Paul Dieges

Paul Dieges nicknames the normally dry retention pond "Owens Lake" at Grizzly Flats.

The culvert at the south side of the Grizzly Flats turntable has been swept clean by the rainwaters. The culvert is built in the same way the culverts in the Owens valley were constructed, using cut nails and 3" thick planks.



SAVING THE HISTORIC RAILWAY -By Tom Jacobson

If you read Trains Magazine you could not help but notice the last few months the attention given to a couple of tourist railroads in New York that were literally run out of town by local communities desiring to convert existing tourist railways into trails. The Trains article should be a wakeup call to all of us in the business of operating historic railways, whether as museums or as tourist railroads.

The scenario seems to be repetitive. A small historic railway acquires a right to operate over trackage formerly used by a common carrier. It struggles to make ends meet and is highly dependent on a small group of investors or volunteers. It fails to become involved in the local community, for whatever reason, and continues to do what railroads tend to do: make noise, belch smoke and block crossings. There is little or no attempt to educate members of the local community on the historical significance of the railroad and one day the City Manager says, "We're closing you down for a bike trail"

The perception in the community is that only the railroad can use the right of way and the community is barred from using the right of way for recreational purposes or as a corridor to move from one part of town to another. The community is approached by various trail conservancy groups and educated about the higher and better use of the right of way for a trail, including the vast numbers of people who will benefit from using the corridor as a trail rather than a

railroad right of way. Now the battle is set.

As reported in Trains, at least two tourist railroads have recently lost this battle and their operations have been terminated or cut back in order to accommodate the trail's promoters. It is important to understand why



this has occurred and what historic railroads, such as ours, should be doing to assure this does not occur in our community.

The most important thing to do is have a strong community outreach program. This includes communicating with elected officials and senior management of government agencies about the benefits of having a historic railway operation in the community. The

railway should proudly share its ridership results with the City Council in open session together with a take-off on how much money the railway brings into the community. Railway leadership should meet periodically with City Managers, County Administrators, Mayors and Members of the Council sharing what is new and what the railway is doing for the community.

Historic railways need to be a source of giving to the community. They need to make their facilities available for charitable and popular community events. They need to show appreciation to the residents in various forms from discounts to days just for the locals. They need to support community goals and aspirations. When the railway is sponsoring events and needs to obtain labor, it should first go locally. It should shop locally and encourage doing business in the local community. Most important, every railway should get the elected officials and upper government management in the cab of a locomotive or streetcar and let them run it.

The railway needs to have value to the community. Setting up partnerships with various businesses, such as restaurants and local stores, and encouraging visitors to use these facilities, creates a bond that the business community will be reluctant to break.

Supporting the youth in the community is not only important for public relations, but also builds on the next generation of historic railway

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professionals. Historic railways should hire young people to work special events and encourage young people to work alongside experienced professionals; all the while assuring parents see the value of the railway to their children and the community.

Historic railways are not assured a place in our community. They must earn it. As our society moves more and more to clean industries and clean employers, the historic railway becomes a symbol of what was problematic in the past. Historic railways need to keep clean facilities and strictly comply with OSHA (Occupational Safety & Health Administration), all safety regulations, pollution laws and other regulatory activity. Materials should be neatly stored, preferably out of public view. Petroleum products should be properly stored and dispensed in proper non-public areas, and the visitor should only see the public side of the railway. Screening should be used to keep the storage and maintenance side out of public view, whenever possible.

There is no historic railway that is immune from falling victim to a forced closure. Any railway that neglects its community relations effort will easily fall prey to community activists who covet the railway right of way for trails. The trails movement in this country should not be underestimated or accepted Carte Blanche as a friend of railways. Their agenda is to build more trails and the most readily available source of trails is the local railway right of way. Community leaders have an easy decision: which do they see more beneficial to their community? Let's help them make it the train. 🚂

JANUARY MINUTES OF THE BOARD OF DIRECTORS MEETING

-by Heather Garcia

This is an unofficial, unapproved, draft of the minutes as recorded by the Corporate Secretary.

On January 21st, 2017 at 4:03PM the Board of Directors Meeting was called by Chairman of the Board, Fred Nicas. Directors present were Fred Nicas, Byron Brainard, Joe Fuller, Zeke Hastings, Tom Jacobson, Bill Lamb, Phil Palmieri, Paul Peters, and Rob Zanin.

CHAIRMAN'S REPORT:

Mr. Nicas reports that today was the Behind the Scenes event and the destination for a rail-fan excursion.

OFFICERS REPORTS

CFO — Chuck Tobin gave an updated report on progress on consolidating the Goetz Road parcels for improved property management.

GM/VP COO – Hank Winn reported on repairs to a major water line. Mr. Winn reported on several ongoing Maintenance and Collections activities. Mr. Winn also reported on updated qualification procedures for certifying operating personnel.

Corporate Secretary – Heather Garcia reported on the certification of three candidates for the three vacancies on the Board of Directors and need to avoid expense of a ballot because of the number of slots and number of candidates.

OTHER REPORTS

Major Events: Mr. Tobin reports Spring Thomas is currently the primary focus. Mr. Tobin also gave a progress report on the 3 fall events.

Zero Tolerance: The Board approved a reiteration of Zero Tolerance for any workplace misconduct.

Chloe: Mr. Winn reported on the status of the restoration of the Chloe locomotive.

Planning Committee: The Board approved in concept track placement, spacing, and construction method for new tracks adjacent to the Ron Ruffulo Car House (Barn 7).

Adjournment at 5:51PM by the Chairman of the Board, Fred Nicas.

Next Board of Directors Meeting is on Saturday, February 18th, 2017 @ 4:00 PM, in Town Hall.



OERM STARS IN MORE MOVIES -by Randy Doss

Two more movies got their start at OERM in February. On a rainy February 6th, a small production company was on site to film a story of two troubled individuals who meet on a train. Most of the shooting was done in and around SP 2350. Besides the two main characters, the parents of one of them were portrayed by other actors.

After shooting in the stationary car, the consist was coupled to SP 3100 for some shots in motion. Weather ranged from cloudy sunshine to rain. Occasionally intense rain was not a deterrent and actually added some “atmosphere” to a complex story. Town Hall was a base of operations for the crew for costuming, make up, and lunch.

On February 13th a group

of students from Idyllwild Arts Academy used one of the Montreal cars for a story set in the 1970’s. The crew of six and two instructors spent half a day shooting on the Middleton siding.

Film shoots are important to OERM. They are a source of revenue and provide additional exposure to the public and other film makers. 📷



Photo credit: Randy Doss

Brakeman Leonard Fenech calls to engineer Ken Davis for a reverse move to couple up SP U25B #3100 in preparation of assembling the train for the next segment of the film shoot.



Photo credit: Randy Doss

The crew shoots an interior scene.



Photo credit: Randy Doss

Shooting the “goodbye” scene.



Photo credit: Randy Doss

The “parents” watch as their daughter boards the train.

SEE WHAT 50 YEARS IN THE WEEDS DOES TO STEEL

by Mel Johnson (AKA The Old Machinist)



It is unwise to turn down an offer of old railroad equipment parts because most are not available new at any price. But there is a downside to a loose acceptance policy; finding a place to store what is accepted. Well, some of it ends up in the weeds out back. I have spent many enjoyable hours in the weeds discovering the almost forgotten leavings of an earlier time with surprising results at times. I “found” what turned out a circa 1890 metal planer and it is now in our machine shop as an honored piece of “old iron”. It is being restored (slowly) to a functional machine tool. So, it is possible for the weeds out back to yield up rusty lumps of steel and iron which are restored to service by the magic performed by our wizards of the art of renewal.

I was working in the machine shop recently trying to loosen up the levers of the quick change box of the 36 inch swing Le Blond lathe (a pain for a long time), and having some success at that, when I called my wife to report I would not be home for dinner. The conversation was repeatedly halted to allow the very loud noise coming from the other end of the shop to cease. My

wife asked what all the noise was about and I told her it was from the disassembly of some piece of a streetcar. Afterwards, I began to wonder what was going on over there. I was unable to satiate

my curiosity right away because the airbrake mavens ask me to perform another “quick lathe job”.

When I got to the area of the

Continued on page 16



Photo credit: Mel Johnson

Lifting traction motor - Easy does it! (Bob Davis, John Swanson, John Smatlak, Ryan Keck & Byron Brainard are shown)



Photo credit: Mel Johnson

I'll fix that in a hurry -The torch wins every time!



Photo credit: Mel Johnson

Victory! - Traction motor is removed



SEE WHAT 50 YEARS IN THE WEEDS DOES TO STEEL -CONTINUED

noise, I observed an eager group of streetcar folk beating up a set of very rusty streetcar power trucks. After a minor interrogation of the folk, I learned they had fished out a pair of PCC trucks from the weeds out back and were about the task of making a set of shop trucks for our PCC cars. They allowed as they thought the trucks had been in the weeds for fifty of the fifty five years our museum has been here. I took a photo to show my wife where the noise was coming from. Then the photographer side of me took control and I ended up with some photos which I will share with you. 🍷



Photo credit: Mel Johnson

Byron Brainard removes the driveshaft from the motor.



Photo credit: Mel Johnson

The traction motor is carefully extricated from the PCC truck.

FROM THE ARCHIVES XIX

SOUTHERN CALIFORNIA SCENES -by Darrell Calvillo



Photo credit : Photographer Unknown, Jeffrey Moreau Collection

A westbound Atchison, Topeka & Santa Fe train is seen east of Monrovia in this early scene scanned from a glass negative. Today, this route is what is now the Metro Gold Line.

On June 8, 1940, Union Pacific/Los Angeles & Salt Lake 6057 operated on the Crestmore Branch and is seen adjacent to the cement plant at Crestmore, west of Riverside, California. The portion of line from Crestmore to Market Street in Riverside was shared with the Pacific Electric for their Riverside-Rialto Line. Interestingly overhead trolley wire is on the main track but not on the Union Pacific spur where the locomotive is posing as Union Pacific only operates steam and diesel locomotives in Riverside. Until 1940 this track was the Riverside connection for high speed interurban service to and from downtown Los Angeles.



Photo credit: Photographer Harold F Stewart



PROUDLY PRESENTS

IRON HORSE

ORANGE EMPIRE RAILWAY MUSEUM

DATE:
MARCH 18 & 19, 2017

TIME:
9:00am TO 5:00pm

THE EVENT WILL FEATURE ALL THINGS STEAM.

OUR STEAMER, THE VC2 WILL BE THE LOCOMOTIVE FOR THE WEEKEND.

THERE WILL BE ENTERTAINMENT, DISPLAYS, VENDORS, A COSTUME CONTEST, WORKSHOPS, CLASSES, AND ACTIVITIES FOR THE CHILDREN.

FOR AN EXTRA FEE, ENGLISH TEA WILL BE SERVED IN THE NEW FRED HARVEY MUSEUM.

A FAMILY STEAMPUNK CARNIVALE

TICKET PRICES: AGES 12 & UP \$15.00 • AGES 5 ~ 11 \$10.00 • 4 & UNDER ARE FREE

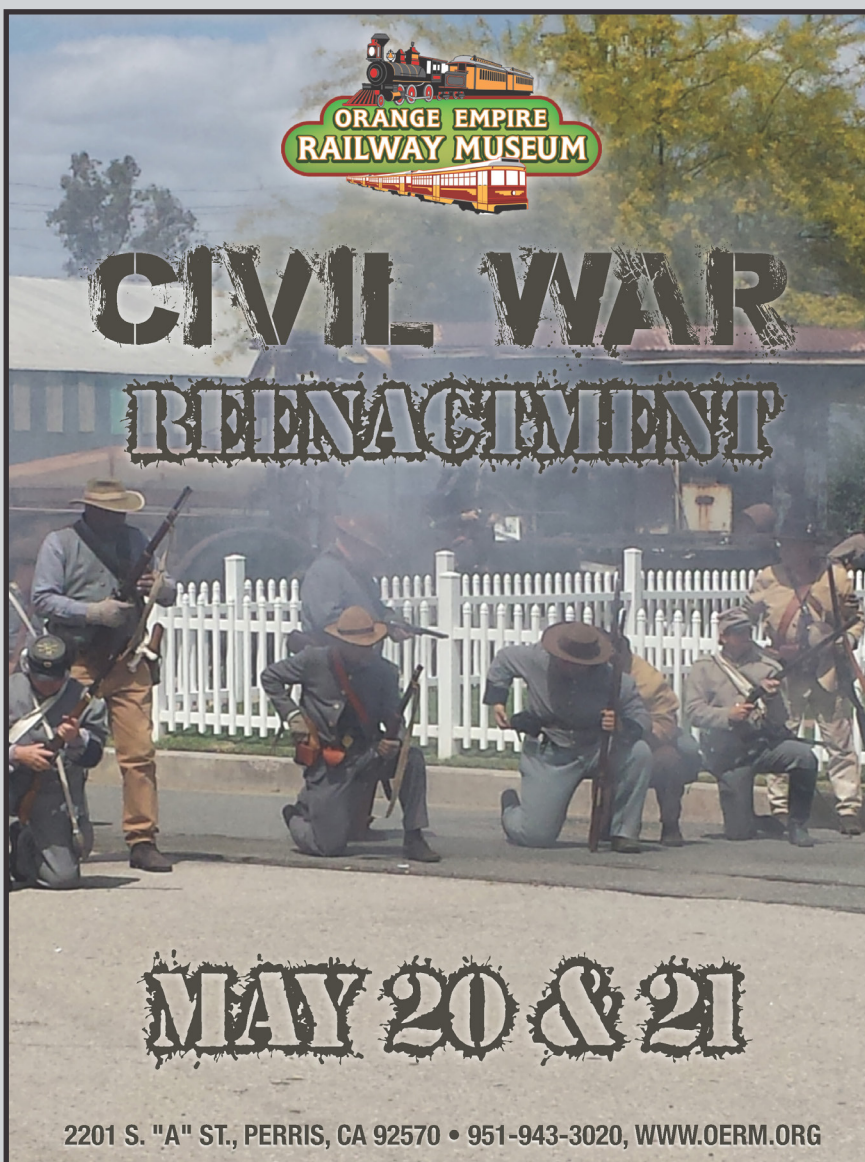
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DONATIONS IN JANUARY 2017



Contributions totaling \$18,218 were made to the following funds in January 2017. Our sincere thanks to the following for their contributions:

- **General Fund** – David Busse, Anonymous
- **Mountain Avenue Land (Fund A1)** – Hans Peterson
- **Perris Connection (Fund B22)**– Douglas Diamond, Kenneth Kemzura, Linda Lawson, Erik Magnuson, Vicki Primavera
- **Signal Construction (Fund B27)** – James Atkins
- **Information Systems (Fund B43)** – Anonymous
- **LATL 2601 (Fund C2)** – K. Szager
- **PE Red Cars (Fund C28)** – Philip Callahan
- **San Diego 508 (Fund C33)** – Jim Toledano, Donald Mac Innes, William Arthur Jr
- **Ventura County 2 VC2 Refurbishment (Fund C51)** – Jeffery Richards, Daniel Parks, Ginger Voorhis, Anonymous
- **Richards Endowment(Fund E1)** – Zeke Hastings, Anonymous
- **Unbudgeted Surplus Purchases (Fund M13)** – Phil Palmieri
- **San Diego Trolley Transport (Fund M26)** – Chris Baldwin
- **Parks & Walkways (Fund M3)** – Donald Mac Innes
- **PE Cars (Fund M7)** – Donald Diamond, David Liggins, Grant Francis, Dennis Ferris
- **LARy Yellow Cars (Fund M8)** – David Liggins, Dennis Ferris
- **Material Donations** — Chris Baldwin, Taka Sakai



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			Amount
General Fund:	GF	General Fund	Supports Operational Budget
			\$ _____
Endowment Funds:	E1	Richards	Supports Unrestricted Projects
			\$ _____
	E3	Niedrich	Supports Restoration Projects
			\$ _____
	E4	Red Cars Endow	Supports Pacific Electric Program
			\$ _____
	E5	Gagnon	Supports Steam Program
			\$ _____
Current Capital	B11	Archives Building	Provide Space for Archives and Harvey Museum
and Restoration			\$ _____
	B22	Perris Connection	OERM Track to Perris Depot
			\$ _____
Projects:	C2	LATL 2601	1930 LATL Street Car
			\$ _____
	C33	SDERy 508	1936 SDERy Street Car
			\$ _____
	C36	PE 498	1913 PE Interurban
			\$ _____
	C41	ATSF 108	1967 FP-45 Locomotive
			\$ _____
	C56	SP 1006	1939 SP SW-1 Locomotive
			\$ _____
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